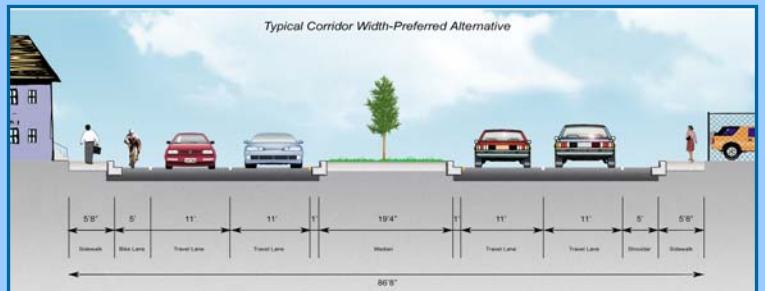
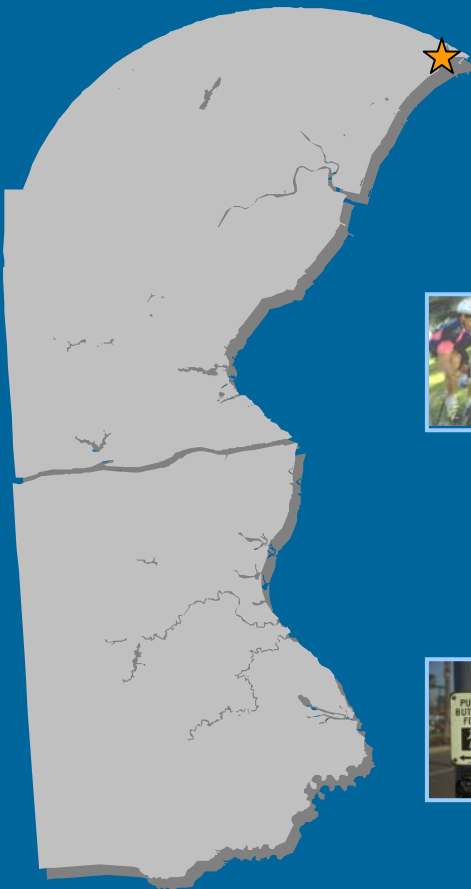


Claymont Transportation Plan

Executive Summary

November 2003



EXECUTIVE SUMMARY

The Vision

“As soon as possible, implement transportation improvements along historic Philadelphia Pike that will help transform it into a revitalized Claymont with a discernable center. A functional and attractive transportation system will allow people to safely and conveniently walk, bicycle, drive and ride transit to places where people live, work, shop, learn, worship and recreate in a vibrant compact mixed-use community.”

- Claymont Transportation Working Group, November 2003

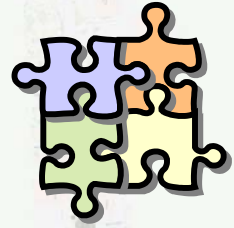
Background

In 2001 the Delaware Department of Transportation (DelDOT) Highway Safety Improvement Program identified the intersection of Harvey Road and Philadelphia Pike in Claymont for safety improvements. During that same time the community was at the beginning stages of developing a master plan to create economic development opportunities within the community and restore its small town neighborhood atmosphere. This effort is known as the Claymont Renaissance and was undertaken by the Claymont Coalition. At the request of the Claymont Coalition the Department developed a transportation plan to not only address safety issues along Philadelphia Pike but to support and enhance the Claymont Renaissance.

Study Area

The study area for the Plan consisted of Philadelphia Pike from I-495 in the north to Rolling Road in the south.

Study Area Map



EXECUTIVE SUMMARY

Objectives

The goal of the Plan is to serve as the transportation component of the Claymont Renaissance Master Plan and includes:

- Identification and analysis of transportation issues
- Development of alternative transportation improvements
- Development of recommendations for traffic operations and safety improvements, walkways, bicycle facilities, transit, parking, and roadway signage that will enhance the Claymont community.

Process

DeIDOT gathered a variety of data about the current transportation system and the study area including:

- Existing and projected traffic volumes
- Accident data
- Truck data
- Pedestrian / Bicycle / Transit facilities
- New Castle County zoning and land use plans
- Renaissance plan
- East Coast Greenway
- Field observations

Community Input and Outreach

Ideas and information from the community played a crucial role in the development of the plan. Early in the process a working group was created to review the different transportation plan options and to make a recommendation to the Renaissance Committee on the the preferred transportation plan. The Working Group included Claymont citizens, business owners, the Fire Company, community stakeholders, County government, and elected officials. Six Working Group meetings were held from September 2002 through November 2003. Three public workshops were also held during the plan development process. Several separate meetings were held with area civic associations, religious institutions, the Fire Company, and the Claymont Business Owners Association.

DeIDOT utilized a variety of strategies for increasing public awareness about the plan including:

- Announcements at Renaissance meetings
- Newspaper advertisements
- Website
- Letters to Philadelphia Pike businesses
- Bulk mailing



EXECUTIVE SUMMARY

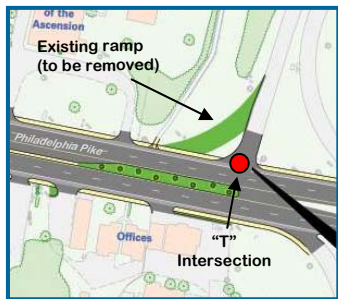
Design Concepts

The recommended plan was developed through an iterative process which utilized extensive input from the Working Group and the public. All of the design concepts were required to help balance the needs of all of the stakeholders in the community including the need for safety, access to property and businesses, access for vehicles, pedestrians, bicyclists, transit riders, and the goals of the Claymont Renaissance.

Four Options were presented to the public and the Working Group. Certain features were similar in all of the Options including:

- (A) Removal of the southbound I-495 ramp onto Philadelphia Pike. All traffic would be channeled to a “T” intersection and the intersection would be modified to accommodate turning movements at the signal.
- (B) Geometric changes at Governor Printz Boulevard to improve pedestrian safety.
- (C) Geometric changes at Commonwealth Boulevard to reconfigure the intersection into a “T” intersection to allow for a gateway focus area.

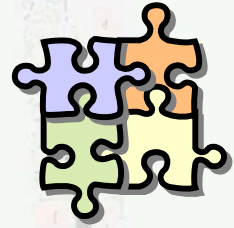
(A)



(B)



(C)



EXECUTIVE SUMMARY

Preferred Alternative Concept

The Preferred Alternative Concept was arrived at after receiving substantial input from the Working Group and the public. Traffic analysis played an important part in understanding how a possible major redevelopment scenario (Renaissance Master Plan) could impact the existing transportation system.

Features

The principle features of the Preferred Alternative Concept for Philadelphia Pike include:

- (A) Landscaped median over half of the 1.5 mile corridor (from Darley Road to Rolling Road)
- (B) 5 foot wide bicycle lanes on both sides
- (C) 5 foot wide sidewalks (8 foot sidewalks on north side from Manor Avenue to Sunoco Station). Proposed new sidewalks along south side of Myrtle Avenue to the rail Station and along the north side of Manor Avenue to the rail station pedestrian overpass
- (D) Left turn lanes at 15 street intersections
- (E) 86 foot wide corridor width (typical section)

Other features include:

Cross-walks – at all signalized intersections

Vehicle Lanes – 4 travel lanes with lanes narrowed from 12 ft to 11 ft (to help reduce speeds)

Shoulders – None

Left Turn Lanes – at 15 cross street intersections

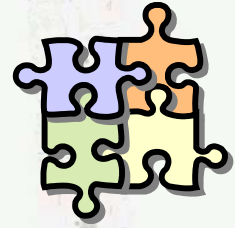
Traffic Signals – 8 (no change)

Bus Stops – 12 northbound and 12 southbound within project limits.
New paved waiting areas, new amenities as warranted

Landscaping – 120 trees or landscaping proposed in 8 foot wide median

Welcome Signage – Recommended for 3 locations:

- (1) I-495 & Philadelphia Pike
- (2) Commonwealth Boulevard
- (3) Governor Printz Boulevard



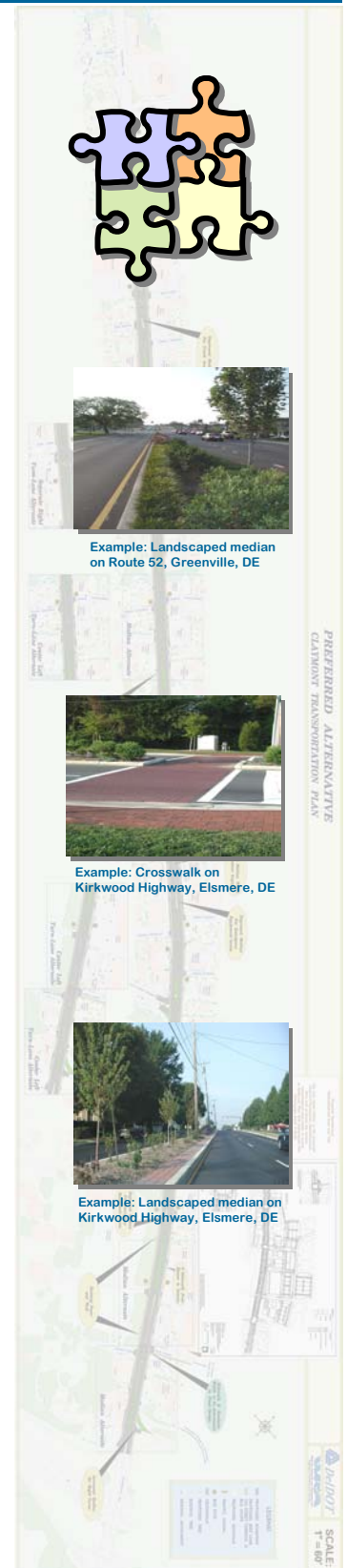
Example: Landscaped median on Route 52, Greenville, DE



Example: Crosswalk on Kirkwood Highway, Elsmere, DE

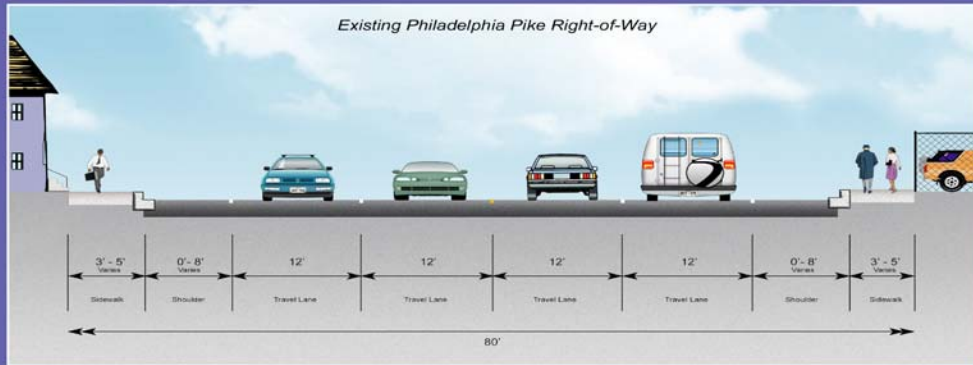


Example: Landscaped median on Kirkwood Highway, Elsmere, DE

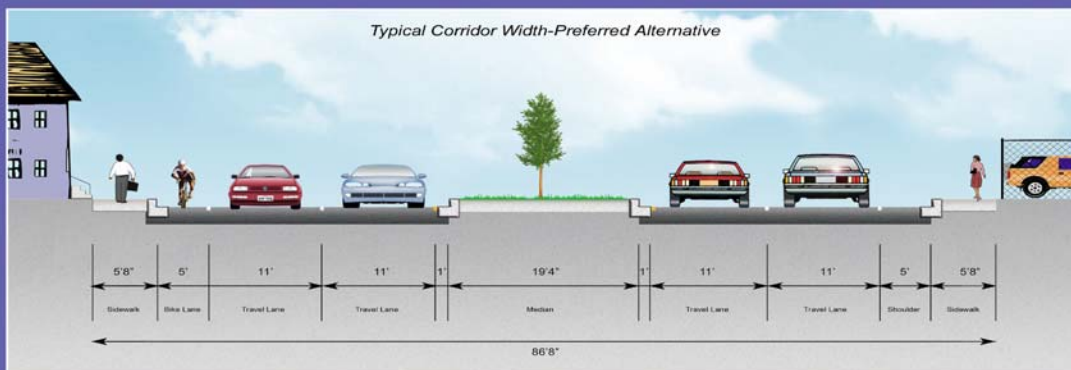


EXECUTIVE SUMMARY

Preferred Alternative Concept



Existing
Conditions



Preferred
Alternative
(typical width)



Preferred
Alternative
(from Wiltshire Road
to Manor Avenue)



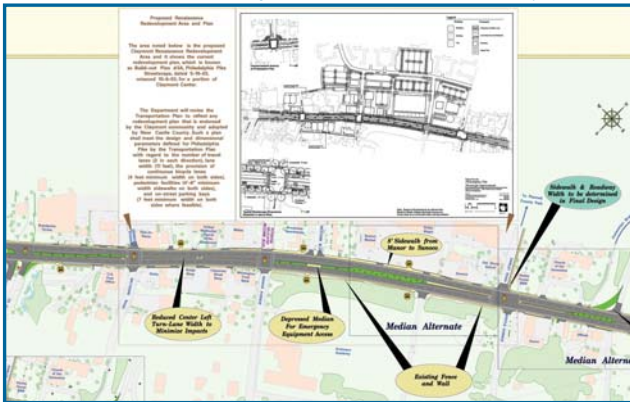
Preferred
Alternative
(at Harvey Road)

EXECUTIVE SUMMARY

Preferred Alternative Concept and the Claymont Renaissance

The Claymont Renaissance has designated a stretch of Philadelphia Pike between Darley Road and Seminole Avenue as a core area for potential redevelopment. The Preferred Alternative Concept acknowledges that there is a possibility that land uses within the redevelopment area may change and thereby necessitate some revisions to the Plan in the future. The Claymont Renaissance, as part of their effort to develop a master land use plan, has provided a streetscape plan that could be implemented if redevelopment occurs within the core area (see below).

Claymont Renaissance Core Redevelopment Area



Context Sensitive Design

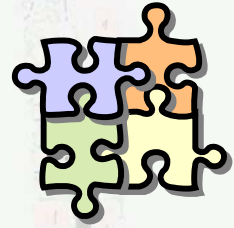
To ensure that the Plan was sympathetic to the needs of the community the Department held two context sensitive design (CSD) workshops following the endorsement of the Preferred Alternative Concept.

The goal of the workshops were as follows:

- (1) Reaffirmation of the Vision for the Plan
- (2) Reaffirmation of the appropriate level of detail for the current planning phase
- (3) Definition of the appropriate relationship between the Transportation Plan and the Claymont Renaissance as they both move forward

Next Steps

With the completion of the Transportation Plan the project has now moved from the planning phase to the project development phase. DeIDOT expects to begin design in the year 2005 and to begin construction in the year 2007. Continued participation and guidance to the DeIDOT team will be provided by the Working Group as we continue through design and construction of the project.



PREFERRED ALTERNATIVE
CLAYMONT TRANSPORTATION PLAN

SCALE:
1" = 800'



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